HE MINES OF MONTANA.

Facts Relative to Freight and Smelting Charges on Ores and Concentrates.

of the Anaconda Works Owing to Shortage of Coal.

ol. Ingersol and Senator Stewart Engaged by Murray to Fight His Case With the Bluebird Company.

The suit between James A. Murray and the reserventy in Helena, and also terments are one and all erroneous. He says: "There has been no advance of \$5 or any other sum in the freight and sucting charges to the Court Charles and the mediters for that or any other purchased the sum of the mediters for that or any other purchased the sum of the mediters for that or any other purchased the sum of the mediters for that or any other purchased the sum of the mediters of the sum of the age of lead in the material, and also upon the existing freight rate, which is frequently stated in the contract between the smelter and the shipper. And finally the smelters of Montana have been and are paying for the lead in the Coeur d'Alene concentrates more than it nets them after smelting and refining. In other words, they have been temporarily at the mercy of the miners of that district, have not been able to charge a fair price for smelting, and have submitted to loss in order to keep their furnaces in blast until the rapid development of other lead producing districts should break the partial monopoly enjoyed by that one. The result may be expected next year. When it arrives the Montana smelters, able to get along, if necessary, without Coeur d'Alene ore, will probably decline to pay for it more than it is worth. The works at Denver, Omaha and other points even more distant, which have been desperately bidding for these ores, cannot keep up that enterprise indefinitely, even with the extraordinary freight rates granted by the Union Pacific railroad. A railroad hauling at an actual loss, to supply smelters who smelt at a loss, does not present a stable basis for regular business. It may, therefore, be predicted that the Cœur d'Alene miners, who are holding off for the breaking of a supposed Montana combination, will wake up to find that they have allowed to slip by them a more favorable situation for their own interests than is likely to occur again.

"The present freight rate on concentrates from any of the Cœur d'Alene miners to concentrates from any of the Cœur d'Alene mines to did the miners and mills, and since he has had charge not a miner has ever been killed by accident. Among miners the Moulton sigenerally known as the lucky mine. At present about forty men are employed in the Moulton, the ore being low grade and half the stamps in the mills

two transfers from railroad to stamboat and back to railroad again. The remaining \$8 is the charge on the main line, 381 miles, to Helena. Allowing say 50 cents per ton for the two transfers, it appears that the freight is, for the first part of the route, 6.4 cents, and for the second part 2.1 cents per ton per mile; the average rate for the whole route being a little less than three cents. On crude ore, carrying not more than 30 per cent, lead, these rates have been respectively reduced to about three cents and 0.00 cents, or an average of 1.18 cents (\$6\$ per ton in-labeling executed transfers, and second to the company is quoted at 40 cents a share.

Maidisonian: On Tuesday last, John M. King received returns from a ten-ton lot of ore from the U. S. Grant mine, which he had shipped to the Union Sampling Works at Denver, Coloradc. The gross proceeds were \$171 per ton. The net results—after paying cost of extraction, sacking, shipment, etc., was about \$1,500, or within a very small fraction of \$150 per ton. The ore was taken from the discovery shaft of the mine, which is located about three-quarters of a mile from Virginia City. The mine is extensively developed, being opened or an average of 1.18 cents (\$6 per ton in-cluding cost of transfers. I need not say that the railroad could not haul all its freight the raifroad could not haul all its freight at such rates and pay its running expenses. The transportation to the main line is costly, and the winter business is reduced to very small proportions by the freezing of the lake. The latest order on the subject, however, far from being, as your informant pretends, an advance in rates, extended from and after October 3, the percentage of lead in the crude ores to be accepted at the minimum rate from 30 to 40 per cent.

in the crude ores to be accepted at the minimum rate, from 30 to 40 per cent.

"The Montana smelters are certainly not satisfied with these rates, because they do not permit fair competition with the works on the Union Pacific system. Attempts are constantly made to persuade the railroad authorities to protect by lower rates the establishments using their lines. But no such concessions have been obtained without the knowledge, or used against the interest, of the Cour d'Alene miners. On the contrary, the Cosur d'Alene miners. On the contrary, every reduction (and there have never been any advances) in freight is immediately credited to the miners. The ore contracts are made to suit the miner's option, f. o. b., either at the mine, the smelter paying the freight, or at Helena, the miner paying the

"The basis assumed is usually 50 per cent of lead, and the terms offered by the differ-ent works are calculated somewhat differ-ently as to allowances for silica, zinc, etc. But the net result to the miner in a given case is very nearly the same, for the simple reason that the rival smelters are at his mercy, and bid for his product as much more than its value as they dare go. For a 50 per cent concentrate the price on large contracts has been \$35 off f. o. b. at the contracts has been \$35 off f. o. b. at the mines, and payment with this one gross deduction for 30 per cent of the lead and 95 per cent of the silver contained in the ore at New York prices on the day of settlement. Of this \$35, the smelter pays \$14 freight to Helena, leaving him \$21 per ton to cover all risks, costs of roasting, smelting, transportation, and refining of bullion, and transportation and sale of refined lead and silver, and profits. The bullion rate from Helena

portation, and renning of batton, and trainportation and sale of refined lead and silver,
and profits. The bullion rate from Helena
to St. Paul is \$9 per ton. The usual refiners'
charge is \$12 per ton. You can decide for
yourself how large a margin is left for roasting and smelting in Montana, and for transportation beyond St. Paul, brokers' commissions, interest, insurance, repairs and dividends. The allowance of 10 per cent loss in
lead and 5 per cent in silver is not too much
for ores which require roasting.

"In short, while your special correspondent alleges that a deduction of about \$38
has been made for freight and smelting
charges, and that this has been arbitrarily
increased to \$43, the fact is that the mine is
in Cour d'Alene have, in some recent instances (on their own showing at least), exacted a rate of less than \$35 off and refused
to renew contracts at that rate, while the
Montana smelters, to whom the \$35 rate
represents the largest loss which they dare
to incur, would not be inclined to buy another too in Coura d'Alene eaver, at that rate, in the represents the largest loss which they dare to incur, would not be inclined to buy another ton in Cour d'Alene even at that price if they could supply themselves in any other quarter with the necessary lead for smelting dry ores; but meanwhile they stand ready to buy at \$35 or \$35.50 off, rather than close their works."

Butte Mining News.

BUTTE, Nov. 30.-[Special.]-The calamity, for such it is, that has befallen the Anaconda company is a serious affair. This company, representing as it does the greatest mining proposition in the United States, winter Excursions to California.

On the 15th day of every month the States, proceedings of the states of the stat

been lost. The full extent of this latter disaster has not yet been determined and just when the company will be able to resume work is not known as a mine fire is a difficult thing to handle as humans cannot risk their lives by attempting to go down and give it battle. This was illustrated by the sad fate of one of the miners who was in good health until he reached daylight. He stepped off the cage and fell over stupefied and still lies at the bottom of the shaft, 1,000 feet below the surface. To add to their loss by this fire the company has been forced to suspend all operations because of the inability of the Union Pacific railway to supply them with coal. The company suffered a similar inconvemence last winter but then the railroad was in bad shape, but now it is in good condition and the Anaconda company has since erected coal bins to hold sufficient coal to tide over any railway accident that might occur. The Montana Union has also raised its charges for hauling ore from the mines to the smaller. All of these things are not should sufficient coal to the smaller. All of these things are not should be a summan cannot down and give it battle. Bear in mind that the Northern Pacific is the only line running through sleeping and dining cars to the Pacific coast.

Lusurpassed in the World.

The vestibuled trains of the Chicago, Milwaukee & St. Paul railway, running daily between St. Paul and Minneapolis and Milwaukee and Chicago, are the perfection of modern railway equipment, and are unsurpassed in the world. They consist of elegant day coaches, Pullman's latest and best sleeping cars and the finest dining cars in the country. These trains are lighted by electricity and heated by steam, and afford to the traveler every comfort and convenience to be had at the very best hotels. All classes of tickets are honored on these trains and the rates are no love. occur. The Montana Union has also raised its charges for hauling ore from the mines to the smelter. All of these things are unfortunate for the Anaconda company particularly at this time when the copper market is in a healthy condition, the demand big and prices rising daily. Hints and rumors have been to the effect that certain Union Pacific officials are in collusion with the Michigan copper producers, but it will not be very long until the Anaconda company will have its own railroad line to coal mines in Montana and it is even rumored now they have their eye on the Flathead

for the breaking of a supposed Montana combination, will wake up to find that they have allowed to slip by them a more favorable situation for their own interests than is likely to occur again.

"The present freight rate on concentrates from any of the Cour d'Alene mines to Montana) is \$14 per ton. Of this \$6 is the charge from the mines to Cour d'Alene City on the Northern Pacific, an average distance of about eighty-five miles, involving two transfers from railroad to stamboat and back to railroad again. The remaining \$8 is the charge on the main line, 381 miles, to Helena. Allowing say 50 cents per ton for

mine is extensively developed, being opened by a tunnel something over 400 feet in length, which taps the vein 240 feet from the surface, where the ore is fully as rich as at the upper workings. From actual workings, the Grant has proven to be one of the best gold-bearing veins in this neighborhood.

A New York View of Copper. Engineering and Mining Journal, Nov.

23. The market has been exceedingly strong in tone during the whole of the past week, and copper of all kinds has marked an important improvement in values. It is understood that sales of lake copper have been effected as high as 13% per pound, but whether or not that figure has yet been paid for any considerable quantities we are unable to say. The producing companies are very reluctant to quote, and are no doubt in a thoroughly satisfactory condition in regard to the orders on their books. Glad as we are to be able to report this continued buoyancy, and to note the many en-encouraging signs of expanding consumpencouraging signs of expanding consumption, and the hopeful prospects of trade in general, it may still be wise to adopt a little caution in regard to the recent rapid rise in prices, for we cannot but fear that values have advanced rather too quickly in view of all the contingencies that may have an important influence on them for some time to come, and it must not be forgotten that the stocks of copper in warehouses belonging to foreign bankers are still in existence, and may be placed on the market at any moment.

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|----|---|----------|
| t. | Stock Quotations. | |
| 0 | The latest quotations of Montana are as follows: | stock |
| - | are as follows: | Asked. |
| - | Poorman \$ 1 00 | \$ 1 (V5 |
| | Granite Mountain | 40.50 |
| Į, | Hope | 4 50 |
| 4 | Major Budd 23% | 95 |
| | San Francisco 06% | 07 |
| r | West Granite 85 | 8634 |
| t- | Southern Cross 50 | 55 |
| - | Cora 12% | 15 |
| 4- | Mountain Lion 11% | 12 |
| 1- | Boston & Montana 43 75 | 45 00 |
| n | Montana Co. (Ltd.) 6 25 | 6.65 |
| h | Empire 15 30 | 20 50 |
| ~ | Lexington 23 00 | 24 00 |
| - | Champion 25 | 30 |
| | Alice | 1 15 |
| 8 | Butte & Boston 23 00 | 25 00 |
| g | Bi-Metallic | 30 00 |
| y | Iron Mountain | 1 00 |
| 8 | O. R. & N | 000 |

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All claims not consistent with the high

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Montana Central.

DEPART.

ored on these trains and the rates are no higher than by other lines. It is for this reason that discriminating travelers pat-ronize this company and insist that their tickets read over its line, as they naturally

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To Cet

'ays' trial; that if I did not like it I need re my anything, etc. But he could not prevan me to change. I told him I had tale lood's Sarsaparilla, knew what it was, w atisfied with it, and did not want any other When I began taking Hood's Saranpari was feeling real miserable with dyspersi and so weak that at times I could hard!

Hood's

stand. I looked like a person in consum tion. Hood's Sarsaparilla did me so no. good that I wonder at myself semetl and my friends frequently speak of it." Mix. ELLA A. GOFF, 61 Terrace Street, Boston.

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